

# Design Conceptual Map

The design team has drawn conceptual plans to address traffic volume, speed, pedestrian, motorist and bicycle safety and noise reduction. The specific treatments are described in this numbered section. A map is provided showing approximate locations of the measures. In general, for maximum effectiveness, measures are introduced each 400-700 feet. Since construction would have to be phased over time, the most critical areas should be prioritized, such as the speed tables on Mekia.

2. Speed Table on Mekia (dot represents approximate locations)

1. 'Tee' intersection at Kakaina and Mekia

2. Speed Table on Mekia (dot represents approximate locations)

Mekia Street

Kakaina Street



# Waimanalo

2. Speed Table on Mekia (dot represents approximate locations)

3. Neckdown and realignment at Mekia and Lukanela

4. Inset parking on Mekia

*Poalima Street*

*Hihimanu Street*

5. Realign to 'Tee' intersection at Poalima and Hihimanu

## Summary

1. 'Tee' intersection at Kakaina and Mekia Street
2. Four speed tables on Mekia Street (dots represent approximate locations; see page 12 for more specific placement)
3. Neckdown and realignment at Lukanela and Mekia Street
4. Inset parking on Mekia Street
5. Realign to 'Tee' intersection at Poalima and Hihimanu